

March 20, 2024

## Canada – Vancouver – Import Rail Congestion – Recovery Measures

Dear Valued Customer,

Over the past 2 months, GCT Delta Port and DP World Centerm in Vancouver, have experienced heavy import rail congestion on terminal. The cause of this congestion was inadequate railcar supply from major Class 1 railways.

Hapag-Lloyd Canada has been working diligently on swiftly resolving these issues for our customers and collaborating closely with the railway providers. We would like to share some of the measures that have been implemented to improve the overall situation.

- ❖ Hapag-Lloyd Canada has coordinated with CPKC Rail to increase car supply from the US Midwest and Eastern Canada to meet operational demand in Vancouver
- ❖ CPKC Rail has released additional empty rail cars from storage tracks in Western Canada
- ❖ Productivity at GCT and DP World has increased to meet & daily import rail loading requirements: GCT – 18,000ft / day DPW – 10,500ft / day
- ❖ CPKC Rail has introduced a truck off program of 60 containers per day, alternating between GCT and Centerm, allowing for rail loading direct from their inland rail ramp – Vancouver Intermodal Facility (VIF)
- ❖ Hapag-Lloyd Canada has diverted select volumes from PN2 YM Triumph voy 018E & PN1 ONE Magnificence voy 074E to CN Rail to ease congestion on CPKC and reduce dwell times
- ❖ Hapag-Lloyd Canada has re-instated Expedited Rail Service (ERS) at both marine terminals

We would also like to take this opportunity to remind you, that DP World Prince Rupert remains fluid and is a viable option alternative Vancouver on our weekly PN4 service.

Kind regards,  
Hapag-Lloyd (Canada) Inc  
as agent of Hapag-Lloyd AG

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